

The China Mail.

Established February, 1845.

VOL. XLV. No. 8346.

號八月十九十八百八十一英

HONGKONG, TUESDAY, OCTOBER 8, 1889.

日四十九年九月

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.O. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.O. ROBERT WATSON, 160, Fleet Street.

CARIS AND GROUPE.—AMERIQUE PHINNEY, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HARPER, THE CHURCH EVANGELICAL OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Manila.

CHINA.—Macao, F. A. de CRUZ, Socio, Quelch & Co., Amoy, N. Moalles, Foochow, Ningpo & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 34 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors who do not make any entries themselves in their Pass-Books should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank as marked on *Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.

Hongkong, January 1, 1889. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000

RESERVE FUND, \$4,400,000

RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.

Deputy Chairman—H. L. DALYMPLE, Esq.

W. G. BRODE, Esq. S. O. MICHAELSEN,

T. E. DAVIES, Esq. E. A. SOLOMON,

J. F. HOLIDAY, Esq. J. S. MOSES, Esq.

Hon. J. J. KESWICK, L. POENECKE, Esq.

Hon. B. LATYON, Esq. N. A. SIEBS, Esq.

W. A. SOLOMON, Esq.

CHIEF MANAGER.

Hongkong.—G. E. NOBLE, Esq.

MANAGER.

Shanghai.—JOHN WALTER, Esq.

London Bankers, London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED:

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, August 24, 1889. 363

NOTICES OF FIRMS.

NOTICE.

MR. HERCULES JOHN SCOTT has this Day been admitted a PARTNER in our Firm.

COHEN & GEORG.

Hongkong, October 1, 1889. 1892

WA TSZ YAT PO,

華字日報

CHINESE MAIL.

THE present LEASE of the *China Mail*

EXPIRED on the 31st ultimo, after

which date the INTEREST of the present

LESSEE (Mr. Ho Ching Shang) entirely

ceased. The BUSINESS is now conducted by

A MOST EFFICIENT NATIVE STAFF,

and Arrangements have been made which

cannot fail to make the Paper in EVERY

SENSE A FIRST-CLASS JOURNAL.

GEO. MURRAY BAIN,

Proprietor.

China Mail Office.

September 1, 1889.

Intimations.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A N ENTRANCE MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on WEDNESDAY NEXT, the 9th Instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, October 7, 1889. 1891

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighth Ordinary General MEETING of the SHAREHOLDERS will be held at the OFFICES of the Undersigned, at 12 o'clock (noon), on MONDAY, the 28th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 14th to the 28th Instant, both days inclusive.

JARDINE, MATHERSON & CO., Agents.

CANTON INSURANCE OFFICE, LIMITED.

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Intimations.

THE HALL & HOLTZ CO-OP. CO. LTD.

Ladies' Tailors, Dressmakers, Milliners,
Mante-makers, &c., &c.

A RE now showing in their LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS their FIRST DELIVERY OF NEW AUTUMN AND WINTER GOODS, comprising a large variety of the LATEST NOVELTIES IN BROCHE SILKS and VELVETS, FANCY COTTON LENGTHS, CAMELIERS, MERINOS, NUNS, VEILINGS, TWEDS and BRIDES, in all colors.

Also New Laces, Pillars and Frillings, New Gloves in Satin and Silk, all colors. New Hosiery in Lurex Wool, Merino, Cotton and Silk. Little Linens in Fancy and Plain, also Sash Ribbons in various shades. New Flowers, French, African, Ornaments, &c. New French, Fancy Leather Goods, New Boots and Shoes; also large assortment of Satin Evening Shoes in Cream, White, Sky, Pink, Cardinal, Black and Old Gold. New Underclothing, Dressing Gowns, Cursets, Hair Coats and Umbrellas, Mantles, Jetées, Travelling Ustures, Wool Wraps, &c., suitable for the Coming Season. New Hats and Bonnets in Satin and Felt; also a choice selection of Trimmed Millinery in the latest Parisian Fashions. Our Stock of Evening Goods is now complete with everything suitable, viz.—New Silks and Satins, Guanzes, Pearl Nots and Laces, Bridal Nots, Fans, &c., &c. A large variety of Blankets, Shirts, Calicoes, Down Quilts, &c.; also Household Linens of every description kept in stock. 1,500 p. in. of Lurex Cursets in Cream and White, from \$150 per pair.

We beg to inform our Customers that we have the largest and best assortments Stock of the above Goods ever imported to Hongkong.

Departments are under the management of experienced European Assistants; and all Goods marked in plain figures at exceptionally moderate prices.

For Special attention given to Outport Orders. Patterns sent post free.

The Hall & Holtz C. Co., Ltd.,
Hongkong, October 3, 1889. 1910

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes), (2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JAMES CANTLIE, Hon. Sec. to the College, Hongkong, August 7, 1888. 1917

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Wingsong* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONG-KONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damage and/or shortages not later than the 22nd instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., General Managers, Hongkong, October 8, 1889. 1940

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamship *Manche*, from Havre ex Steamship *Qualquier*, and from Bordeaux ex Steamship *Ville de Lille* and *Coupe*, in connection with the above Steamers, are hereby informed that their Goods—with the exception of Opium, Treasures and Valuables—are being landed and stored at their risk into the Company's Godowns, Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless information is received from the Consignee before noon To-day (Tuesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Tuesday, the 15th October, at noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent to me on or before the 17th October (Thursday), or they will not be recognized.

No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, October 8, 1889. 1936

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news are given in full, as they appear in the Daily Presses.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands at Home and also among residents at the Treaty Ports and in their interior, it offers special advantages to advertisers.The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

Subscription:

Per Annun. \$12.00, postage, \$1.00
1 Quarter, 3.00, " 0.25
1 Single Copy, 0.30, " 0.10

China Mail Office, Hongkong.

To-day's Advertisements. To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Melbourne*, Commandant VENISON, will be despatched for the above Ports TO-MORROW (WEDNESDAY), the 9th Instant, at 9 a.m.

G. de CHAMPEAUX, Agent.

Hongkong, October 8, 1889. 1906

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain HUNTER, will be despatched for the above Ports on THURSDAY, the 10th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, October 8, 1889. 1937

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Pathan*, will be despatched for the above Ports on MONDAY, the 11th Instant. This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, October 8, 1889. 1938

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

VERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

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POST OFFICE NOTICES.

MAILS will close:

FOR SHANGHAI, KOBE & YOKOHAMA.

Per S. S. *Melbourne*, on Wednesday, the 9th Inst. FOR SHANGHAI, 8 a.m.

FOR JAPAN, 8.30 a.m. (Late letters for SHANGHAI, 8.10 to 8.30 a.m.)

SUPPLEMENTARY MAIL on board at time of departure. Extra postage 10 cents.)

FOR SWATOW, AMOY & TAIWANFOO.

Per *Thales*, at 5 p.m. on Wednesday, the 9th Inst.

FOR STRAITS, COLOMBO & BOMBAY.

Per *Maria Teresa*, at 11.30 a.m. on Thursday, the 10th Inst.

FOR NAGASAKI, KOBE & YOKOHAMA.

Per *Verna*, at 5 p.m. on Thursday, the 10th October.

FOR AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VANCOURVER.

Per *Particia*, at 11.30 a.m. on Friday, the 11th Inst.

FOR SINGAPORE, BATAVIA, SAMARANG & SURABAYA.

Per *Goalpara*, at 3.30 p.m. on Monday, the 14th Inst.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Sutlej* will be despatched on WEDNESDAY, the 9th October, with Mails for the United Kingdom, Europe, and countries beyond, viz. *Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta and Gibraltar.

The usual Mails will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following Hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when the English and French Money Order Office will be closed at 5 the day before.

8.00 a.m.—Posting of Price Current and Circulars.

(Price Current and Circulars may however be posted up to 10 o'clock if they are filed in bundles country by country, with the addresses all one way.)

10.00 a.m.—Registry ceases.

10.30 a.m.—Posting of Newspapers, Books, and Patterns ceases.

11.00 a.m.—Mail ceases.

LATE LETTERS may be posted (from 11.10 a.m.) with 10 cents late for up to 11.30 a.m., after which hour they may be sent on Board with the same Late Fee.

QUOTATIONS.

HONGKONG, October 8.

PIUM—New Patau, cash, 545

" Old, cash, 525

" New Benares, cash, 525

" Old, cash, 525

" New Malwa, cash, 570

" Allowance, Taels, 64

" Old Malwa, cash, 581/500

Allowance, Taels, 64/64

Persian, City, cash, 500/520

Allowance, Taels, 24/48

Persian, Paper, 510/530

Allowance, Taels, 48/64

EXCHANGE.

HONGKONG, October 8.

In London, Bank, Wires, 3/02

" On demand, 3/04

" 30 days' sight, 3/1

" 1 month's sight, 3/18

" Documentary, 3 months' sight, 3/24

On Paris—

" On demand, 3/88

" Credit, 3 months' sight, 3/96

On New York—

" On demand, 761

" Credit, 60 days' sight, 761

On Bombay—

" Wires, 225

" On demand, 216

" Calcutta—

" On demand, 225

" On demand, 225

On Shanghai—

" On demand, 721

" 30 days' sight, private, 73

" Gold Leaf, 100 lbs., 33.90

" Sovereigns, 86.40

TEMPERATURE.

Taken at *Messrs Falconer & Co.'s Premises, Queen's Road.*

BAROMETER—9 a.m., 29.05

Do, 1 p.m., 29.07

Do, 4 p.m., 29.94

BAROMETER—9 a.m., 29

Do, 1 p.m., 29

Do, 4 p.m., 29

Do, Maximum, 29

Do, Minimum, 28

METEOROLOGICAL REGISTER.

AT 4 P.M. TO DAY.

Barometer—29.91

Temperature—83

Damp Bib—77

Direction of Wind—2

Force—2

Weather—b

Rain-fall—

Hongkong Observatory, Oct. 8, 1889.

To Depart.

For *Orizaba*, for Amoy, 200 Chinese.For *Johann*, for Hoihow, 30 Chinese.For *Melbourne*, for Shanghai; from Hongkong, Mr and Mrs E. Riccio, Messrs Coxon, Tomes, Capt. G. J. Butcher, Mr R. E. Joss, Mrs David and European servants, Mr Ribeiro and 2 children. For Tokio: from Hongkong, Mr J. F. Varemo.

SHIPPING REPORTS.

The Sanitary Board meet at 4.15 p.m. tomorrow. The following is the Order of the Day:—Second report by Committee considering contract specifications.

LUCIO Pereira de Campos, who was arrested in Japan on a charge of forging the signature of Mr N. J. Robinson, Hongkong, to a cheque for \$1,000, was brought before Mr J. H. Longford, H. B. M. Acting Consul and Judge, at Kobe on the 28th ult. The accused, as previously stated, was arrested at Kobe on the authority of a telegram from the Hongkong Police. This telegram stated that he was a Portuguese subject and the master had to be referred to the Portuguese Consul in Tokio. The result was that Campos was released, but he was afterwards re-arrested at Ariana on the authority of a second telegram signed by H. E. Governor Des Vaux, and brought back to Kobe. Accused protested that he was a Portuguese subject and when the case was heard before Consul Longford, Mr. Braia, Portuguese Vice Consul, appeared to claim him. Accused said he was born in Shanghai and registered there three or four years ago. He went to Hongkong last October, but had not been registered in the Portuguese Consulate here. Mr Longford said the evidence before him was sufficient to lead him to believe that Campos was a British subject, and unless evidence to the contrary were brought he would be treated as such. Accused appealed to the Portuguese Consul, but Mr Longford said the only appeal was to H. B. M. Court for Japan or H. B. M. Minister at Tokio, and remanded the case for seven days.

From an occasional correspondent in Seoul we (*Shanghai Mercury*) learn that Messrs. Meyer & Co's river steamer *Chi Kung* ran on a rock at 4 a.m. on the 15th ult., whilst on the way down to Chantoulo. The whole of the passengers (including two ladies) and the crew were rescued by a native junk. Hopes of getting her adrift again at an early date were entertained.

Sir En-quaung, Chinese Attaché to the Embassy, has left Berlin for China, where he will return to the Celestial Empire to the German a.s. *Nekar*. He intends to go to Peking, to undergo an examination by which he will receive the title of a "Tahing-shu." At the end of next year Sir En-quaung will return to Berlin, where he is highly esteemed, as well as all the other members of the Chinese Embassy.

A MEETING of the members of the Shanghai Cricket Club was held last week for the purpose of discussing matters in relation to the forthcoming visit of the Hongkong Cricket team, who, it was announced, are expected to arrive about the 11th or 12th instant. It was suggested and approved of by the meeting that the match should commence on the following Tuesday and be continued next day, on the evening of which a dinner, followed by a Smoking Concert will be given at the Shanghai Club.

THERE is a rumour floating round society that Princess Victoria of Teck is to be affianced to the Hon. John Baring, son and heir of Lord Revelstoke. The banking firm of Baring from the commencement of the last century, and is chiefly co-operated in history for its wonderful enterprises by freely融資 from the numerous and an occupation of 500,000,000, and Austrian armfuls of 500,000,000 each by a loan of £1,100,000 at 2 per cent., a fact which under the Dardanelles, Bosphorus, and English, France, Russia, Austria, Prussia, and the Batten Brothers!

An Imperial Decree notices the burning of a part of the Temple of Heaven. On the 16th of September a thunderstorm occurred, in the course of which the Hall of Annual Prayer was struck by lightning and gradually burnt. The flames were extinguished by the efforts of the soldiers, and other persons. Two officers in charge, belonging to the Court of Sacrificial Worship, cannot escape the blame which falls upon them for their carelessness in not taking proper precautions. They and the Presidents of the Court are therefore delivered to the Board for the determination of a penalty. The attendants at the Temple will be rigorously examined by the Governor of Peking, in order to find out if there have been any improper practices or not. The city fire-brigades which rendered assistance are formally thanked for their services. The event is regarded by the Emperor as a solemn warning, and his mind is filled with awe. He called his officers with earnestness and sincerity to aid him in the unceasing efforts which he will make, even more than before, to secure the good government of the country.

GENERAL Kennedy, the popular Consul General at Shanghai for the United States, was presented by the Shanghai Literary Society with an address and a small present, as a token of their esteem and appreciation of the services he had rendered the Society. The presentation was to have been made by Mr. MacGregor, the head of Jardine, Matheson & Co's firm in Shanghai, but he was absent in Tientsin at the time. A letter regretting his inability to be present Mr MacGregor wrote:— "To the inspiration begetten of the inheritance derived from a simple and stainless ancestry, the General's life has evidently been framed upon respect given to the exhortation given in that well-known classic we hold in vix:— 'Whatev' er things are true, whatsoever things are honourable, whatsoever things are pure, whatsoever things are of good report, think of those things.' This superadded to a unique experience, has made our dear the lovable many-sided man that he is, and gives point to the universal regret with which we part with him." General Kennedy, in the course of his speech in reply to the address, said:— "I came here 3 years ago a stranger—I staid before friends to-night (Applause). I feel the greatest interest in Shanghai and its prosperity and will watch its future with the keenest interest as long as I live. That future, my friends, is assured, and I believe it will more than realize my most sanguine expectations. Let anyone see it to-day and return in 10 years and he would not know it. It is to-day the heart and sinew of China, and it is destined more and more to spread life and commerce and trade over this mighty empire. I am not a prophet, but in my heart, and I believe that there is a great future for Shanghai in developing this vast empire, but to this end the public officials as well as private individuals must use their power in developing this great settlement, and the public officials, while seeing to the interest of their own nationals, must yet combine with each other to the development of the settlement as a whole" (Applause).

LIEUT-COLONEL V. Chater, the present commanding Officer of the Royal Artillery, Scotland Highlanders, joined the Army at Shantung on July 24th, 1868, as Ensign in the 7th Foot. He was transferred to the 21st, July 19th, 1868. He has thus commanded the 23rd year of his service with the Regiment. He was for some years A.D.C. to the General Officer Commanding in Scotland, and the Governor General of Canada. He served with the 91st during the Zulu War of 1878, was mentioned in despatches, and was awarded a medal with clasp.—*Regimental News.*

The Japan Mail continues to combat the impression that the fear of Chinese immigration has anything to do with the opposition of Treaty Revision in Japan. In a recent editorial note it says:—We have explained more than once that the treaty between Japan and China is on an entirely different footing from this empire's relations with Occidental Powers. China has nothing to do with, nor can she claim any share in, the privileges granted to Western peoples by Japan. To those who are not familiar with the terms of the Chinese treaty and the circumstances of its conclusion, it will be seen that the second part is this:—In fact that I said, when the log was read over to me, I was drunk and refused duty, but I denied it. My throat was in such a condition that I was unable to speak, but I did my best to contradict the statement, although I did not say anything. The charge referred to the time we were leaving the harbour. I was not drunk then nor did I refuse duty. The doctor states that it will be necessary to break my arm again and reset it.

By the Court.—I joined the ship the day before she left. I was on board all the time after joining.

By Mr Bowles.—The Captain read over the log to me. There were others present. The first mate was standing enough to hear what was said. I do not know if the second mate was there. It is in fact that I said, when the log was read over to me, I was drunk at the time and did not know how my arm got hurt. I said I was insensible at the time and did not know how I got my arm broken. When the ship sailed on 21st August I did not assist in getting the ship under way, because I was partially sick from the effects of drink. I had on the previous day, I was not drunk then, I did not know whether there were several others of the crew in the same condition. I believe it was between five and six when the ship got under way. I was lying in my bunk. I was lying there all the time until I was struck. It was too dark for me to see who it was that dragged me out of my bunk and struck me. I can't say of my own knowledge who it was. My last ship was a four-masted ship called the *Falls of Doon*. It was on her about five months. I deserted from her. I have never been before a court of Inquiry or a Police Court before. I took a small quantity of liquor on board with me on the day before sailing. I drank some of it on the day before. I did not know that she was a *man-of-war*. I don't remember finding *lunatic*—I don't remember finding *lunatic*. My arm was all right when I went on board the ship; my jaw was not broken and I had any of my teeth knocked out. I deserted my last ship for higher wages. It is customary to employ men to take ship out of harbour as the crew are generally all mare or less drunk. I have been at sea for 25 years, and in my experience I have found that a general custom.

By the Court.—I was asked to do work on the day of sailing, but I was too sick to do it. I did not refuse to do it, but I went and lay down. When the assault was committed we had left the harbour. It was on the head that I got the blow which made me insensible. There was no mark on my head next morning.

Thomas Baker, A.B., of the *Mar-tout*, said—On the afternoon of 21st August we left Newcastle. Soon after the tug left the ship I saw the mate go to the forecastle and pull the complaint out and throw him down on deck. He lifted him up once and then dropped him down again. Then he kicked him two or three times about the head and the upper part of the body. The captain then came along and started to curse and swear and kick the complaint about the head and the upper part of the body. I actually thought they were part of the crew. I was very near death—was carried by the mate, one of the Manulamers, and the Chinese cook to his cabin, where he was stretched on the door, his head being propped up with pillows. He pointed to his stomach and asked what was the matter with him there, and upon the mate opening his clothing he found a horrible gash on the stomach, and in a line with the naval. His officers could do nothing for him, and he lay groaning till near midnight. The mate asked him what he could make any deposition then and he answered in the negative, saying that the next day would be time enough. Then he requested the cook to wash his face, which was covered with blood, and he appeared to fall asleep. About half an hour after midnight the officers who were on deck, having heard of the passing ship, inquired of the cook how the Captain had been. The cook said that he was not well. But the young sailor again Mr. Pauka said that the young sailor had breathed his last, and that his sleep was the one which never had a awakening.

The night was a dreadful one on the little craft; the men crowding and talking in whispers in the forecastle as if terrified by the tragedy which had occurred, the two officers pacing the deck, anxiously straining their eyes for a passing vessel. It was not till daylight that the tug-boat *Fulke* was sighted and in answer to the signal of the *Sea Scud*, bore down upon her, and the captain having been explained, took her in tow, and proceeded towards Shanghai.

Mr. W. Webber, he thought it his duty, considering the seriousness of the charge, to make a statement before any evidence. The *Mar-tout* was one of those ships commonly known among sailors as "Blue-noses" and acts of brutality on board these ships had become so common that there was great difficulty in getting sailors to ship in them. Although this did not affect the merits of this particular case, still those who did sign articles in these ships as British sailors had a right to seek protection in British Courts when they were so seriously, maliciously and brutally assaulted as the complainant in this case had been.

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THE CHINA MAIL.

No. 8846.—October 8, 1889.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE,
PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF, PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SUTLEJ, Captain W. D. Worcester, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via CO-
LOMBO and SUEZ CANAL, calling at
MARSEILLES, and usual Ports of call, on
WEDNESDAY, the 9th October, at noon.
Cargo will be received on board until
4 p.m. on the day before sailing.
Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars, regarding
FREIGHT and PASSENGERS apply to the
PENINSULAR & ORIENTAL STEAM NAVIGA-
TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passenger's desirous of insuring their luggage
can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES.

K. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 20, 1889. 1886

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

London, HAVRE AND BORDEAUX.

On WEDNESDAY, the 16th October
1889, at noon, this Company's S.S.
CALEDONIAN, Commandant de MAU-
BON, with MAIIS, PASSENGERS,
SPECIE, and CARGO, will leave this Port
for the above places.

General Specie will be registered for
London as well as for Marseilles, and no-
ticed in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 15th October, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, September 27, 1889. 1870

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIA will be
despatched for San Francisco, via
Yokohama on THURSDAY, the 17th
October, at 1 p.m.

Communication being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 6 p.m. on
the previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return ... 393.75

available for 6 months ... 393.75

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passenger by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific
and Northern Pacific Canadian Pacific
Railways.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within year will be
allowed a discount of 10%.

This allowance does not apply to through fares from China
and Japan to Europe.

Concurrent Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 602, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, September 28, 1889. 1882

Our Jobbing Department

HAVING just been REPLENISHED
with a large assortment of the latest
EUROPEAN and AMERICAN NOVELTIES,
we are prepared to execute orders for
FANCY WORK with neatness and despatch,
and at very moderate rates.

CHINA MAIL OFFICE.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIc PORTS;

ALSO,

London, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S SHIPS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN

GULF, PORTS, MARSEILLES,

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P. & O. S. N. Co.'s Office,

Hongkong, September 20, 1889. 1886

Intimations.

VOL. XVIII.—No. 1.

CHINA REVIEW

NOW READY.

NOW READY.

VOLUNTEERS AND THE DEFENCE

OF HONGKONG.

A SKETCH.

PRICE, 50 CENTS.

To be had at MECCA, LANE, CRAWFORD

& CO.; MECCA, KELLY & WALSH; and

MECCA, W. BREWER & CO.

August 14, 1889. 1882

THE COMPANY'S SHIPS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

Neither the Captain, the Agents, nor

Owners will be Responsible for

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

AMPHITRITE, German ship, Captain B.

Bowohl.—Order.

CATHARINE, Danish brig, Captain H. L.

Hansen.—Sieulsen & Co.

E. GRANIT, British barque, Captain C.

Hodge.—Adamson, Bell & Co.

IRIS, British schooner, Captain H. C.

Swan.—Captain.

MARLBOROUGH, British ship, Capt. Ferguson

—Adamson, Bell & Co.

MELLCHERS & CO., Agents.

SAKUMA, British barque, Captain A. G.

Swanson.—Eduard Schellhase & Co.

Hongkong, September 30, 1889. 1886

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